

## **City of Renton Comprehensive Plan – Land Use Element**

### **Policies relevant to 2007-M-01: Park Avenue**

#### **RESIDENTIAL MEDIUM DENSITY LAND USE DESIGNATION**

**Purpose Statement:** The Residential Medium Density designation is intended to create the opportunity for neighborhoods that offer a variety of lot sizes, housing, and ownership options.

Residential Medium Density neighborhoods should include a variety of unit types designed to incorporate features from both single-family and multi-family developments, support cost-efficient housing, facilitate infill development, encourage use of transit service, and promote the efficient use of urban services and infrastructure.

**Objective LU-GG:** Designate land for Residential Medium Density (RMD) where access, topography and adjacent land uses create conditions appropriate for a variety of unit types designed to incorporate features from both single-family and multi-family developments, and to support cost-efficient housing, infill development, transit service, and the efficient use of urban services and infrastructure.

**Policy LU-157.** Residential Medium Density designated areas should be zoned for either Residential 10 dwelling units per net acre (R-10), Residential 14 dwelling units per net acre (R-14), or new zoning designations that allow housing in this density range.

**Policy LU-158.** Residential Medium Density neighborhoods may be considered for Residential 10 (R-10) zoning if they meet three of the following criteria:

- 1) The area already has a mix of small-scale multi-family units or has had long standing zoning for flats or other low-density multi-family use;
- 2) Development patterns conducive to medium-density development are established;
- 3) Vacant lots exist or parcels have redevelopment potential for medium-density infill development;
- 4) The project site is adjacent to major arterial(s) and public transit service is located within ¼ mile;
- 5) The site can be buffered from existing single-family residential neighborhoods having densities of eight (8) dwelling units or less; or
- 6) The site can be buffered from adjacent or abutting incompatible uses.

**Policy LU-159.** Areas may be considered for Residential 14 (R-14) zoning where the site meets the following criteria:

- 1) Adjacent to major arterial(s);

- 2) Adjacent to the Urban Center, Highlands Center Village, or Commercial Corridor designations;
- 3) Part of a designation totaling over 20 acres (acreage may be in separate ownership);
- 4) Site is buffered from single-family areas or other existing, potentially incompatible uses; and
- 5) Development within the density range and of similar unit type is achievable given environmental constraints.

**Objective LU-HH:** Residential Medium Density designations should be areas where creative approaches to housing density can be implemented.

**Policy LU-165.** Provision of small lot, single-family detached unit types, townhouses, and multi-family structures compatible with a single-family character should be allowed and encouraged in the Residential Medium Density designation, provided that density standards can be met (see also the Housing Element for housing types).

**Policy LU-167.** A range and variety of lot sizes and building densities should be encouraged.

**Policy LU-168.** Residential developments should include public amenities that function as a gathering place within the development and should include features such as a public square, open space, park, civic or commercial uses in the R-14 zone. The central place should include amenities for passive recreation such as benches and fountains and be unified by a design motif or common theme.

## **COMMERCIAL CORRIDOR LAND USE DESIGNATION**

**Purpose Statement:** The Commercial Corridor district is characterized by concentrated, pre-existing commercial activity, primarily in a linear urban form, that provides necessary goods and services for daily living, accessible to near-by neighborhoods, serving a sub-regional market and accommodating large volumes of traffic.

It is the intention of City objectives and policies that Commercial Corridor areas evolve from “strip commercial” linear business districts to business areas characterized by enhanced site planning incorporating efficient parking lot design, coordinated access, amenities, and boulevard treatment. Commercial Corridor areas may include designated districts including concentrations of specialized uses such as the Auto Mall, or features such as transit stops and a combination of businesses creating a focal point of pedestrian activity and visual interest.

Commercial Corridor areas are characterized by medium intensity levels of activity. It is anticipated, however, that intensity levels in these areas will increase over time as development of vacant space occurs, increased land value makes redevelopment feasible, and land is used

more efficiently. In these districts, provision of pedestrian amenities is encouraged, as are opportunities to link adjacent uses and neighborhoods.

**Objective LU-DDD:** The Commercial Corridor land use designation should include:

- 1) Established commercial and office areas;
- 2) Developments located on large parcels of land;
- 3) Projects that may be highly visible from principal arterials;
- 4) Uses dependent upon or benefiting from high-volume traffic;
- 5) Uses that provide significant employment; and
- 6) Businesses that provide necessary or desirable goods and services to the larger community.

**Policy LU-333.** The Commercial Corridor Land Use designation should be mapped in areas with the following characteristics:

- 1) Located on, and having access to, streets classified as principal arterials;
- 2) High traffic volumes; or
- 3) Land use pattern characterized by strip commercial development, shopping centers, or office parks.

**Policy LU-334.** The Commercial Corridor designation should be implemented through Commercial Arterial, Commercial Office, or Light Industrial zoning.

**Policy LU-335.** Increased demand for commercial uses should be accommodated primarily through redevelopment and intensification of existing business area designations rather than expansion of those areas.

**Objective LU-EEE:** Create opportunities for development and re-development of land in portions of the Commercial Corridor designation for general business and service uses. These include a wide range of restaurant, small-scale to big-box retail, offices, auto dealers, light industrial, and residential uses.

**Policy LU-336.** Portions of the Commercial Corridor designation appropriate for a wide range of uses catering to low and medium intensity office, service, and retail uses should be mapped with Commercial Arterial zoning.

**Policy LU-337.** Areas that should be considered for Commercial Arterial zoning should meet the following criteria:

- 1) The corridor is served by transit or has transit within one-quarter mile;
- 2) A historical strip commercial urban development pattern predominates;
- 3) Large, surface parking lots exist;
- 4) Primary development on the site is located at rear portions of the property with parking in front of the buildings;
- 5) Parcel size and configuration typically is defined by a larger parcel fronting the arterial street with multiple buildings and businesses; and
- 6) The corridor exhibits long block lengths and/or an incomplete grid street network.

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**Policy LU-338.** Commercial Arterial zoned areas should include an opportunity for residential uses and office as part of mixed-use development.

**Objective LU-GGG:** Guide redevelopment of land in the Commercial Corridor designation with Commercial Arterial zoning, from the existing strip commercial forms into more concentrated forms, in which structures and parking evolve from the existing suburban form, to more efficient urban configurations with cohesive site planning.

**Policy LU-346.** Support the redevelopment of commercial business districts located along principal arterials in the City.

**Policy LU-347.** Implement development standards that encourage lively, attractive, medium to high-density commercial areas.

**Policy LU-348.** Encourage consolidation of individual parcels to maximize flexibility of site design and reduce access points.

**Policy LU-349.** Support development plans incorporating the following features:

- 1) Shared access points and fewer curb cuts;
- 2) Internal circulation among adjacent parcels;
- 3) Shared parking facilities;
- 4) Allowance for future transition to structured parking facilities;
- 5) Centralized signage;
- 6) Unified development concepts; and
- 7) Landscaping and streetscape that softens visual impacts.

## **COMMERCIAL NEIGHBORHOOD LAND USE DESIGNATION**

**Purpose Statement:** The purpose of the Commercial Neighborhood designation is to provide small scale, low-intensity commercial areas located within neighborhoods primarily for the convenience of residents who live nearby. Uses should be those that provide goods and services. In addition, a limited amount of residential opportunities should be provided.

**Objective LU-WWW:** Commercial Neighborhood designated areas are intended to reduce traffic volumes, permit small-scale business uses, such as commercial/retail, professional office, and services that serve the personal needs of the immediate population in surrounding neighborhoods.

**Policy LU-422.** The Commercial Neighborhood designation should be implemented by Commercial Neighborhood zoning.

**Policy LU-423.** Commercial Neighborhood designated areas should be located:

- 1) Within one-quarter mile of existing and planned residential areas;

- 2) To the extent possible, outside of the trade areas of other small-scale commercial uses offering comparable goods and services; and
- 3) Contiguous to a street no smaller than those classified at the collector level.

**Policy LU-424.** Commercial Neighborhood designated areas should not increase in scale or size to the point of changing the character of the nearby residential neighborhood.

**Policy LU-425.** The small-scale uses of Commercial Neighborhood designated areas should not increase in intensity so that the character of the commercial area or that of the nearby residential area is changed.

**Policy LU-426.** A mix of uses (e.g. convenience retail, consumer services, offices, residential) should be encouraged in small-scale commercial developments within Commercial Neighborhood designated areas.

**Policy LU-427.** Commercial Neighborhood designated areas should consist primarily of retail and/or service uses.

**Policy LU-428.** Products and services related to large-scale motorized machinery, vehicles, or equipment should not be allowed in Commercial Neighborhood designated areas. Nor should uses that result in emissions, noise, or other potential nuisance conditions be allowed in such areas.

**Policy LU-429.** Residential uses should be located above the ground floor, limited to no more than four units per structure and should be secondary to retail and services uses.

**Policy LU-430.** Commercial structures in Commercial Neighborhood designated areas should be compatible with nearby residential areas in height, front yard setbacks, lot coverage, building design, and use.